

Rory Retzlaff

13917 113th Avenue NE  
Kirkland, WA 98034

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**FEB 26 2004**

URBAN CORRIDORS OFFICE

**COMMENTER 24**

February 25, 2004

Christina Martinez  
Environmental Lead, I-405 Project Team  
6431 Corson Ave. South  
Seattle, WA 98108-3445

Dear Ms. Martinez:

I am submitting a written comment with respect to the impacts of the Kirkland Nickel Project on our neighborhood. Our neighborhood is the Sunnycreek development immediately west of I-405 between N.E. 132<sup>nd</sup> Street and N.E. 140<sup>th</sup> Street (see figure).

24-1

Approximately 10 years ago, an earthen berm was constructed as a noise barrier between I-405 and our neighborhood as part of the HOV lane construction. However, this berm has proven very inadequate in protecting our neighborhood from noise. In fact, the berm is only high enough to partially obscure traffic, with the upper half of semi-trucks readily visible. I have indicated on the attached figure where the berm is inadequate or does not exist. In addition, two years ago a storm-water retention pond was built just south of us along I-405 (see Figure). A majority of the mature trees that separate our neighborhood from I-405 were removed during construction of the pond. The removal of these trees combined with the pond construction has had the effect of funneling traffic noise into our neighborhood. This effect is particularly pronounced during winter months when the roadway is wet and tire noise is high.

With the proposed construction of additional lanes to I-405 we are concerned that this problem will only get worse. We request that significant mitigation steps be taken, such as raising the berm and/or constructing sound walls, to further protect our neighborhood from noise pollution. The attached figure illustrates the points I have raised and I thank you for your attention to this problem. We look forward to an acceptable solution.

Sincerely,



Rory Retzlaff  
Representative of the North Juanita Neighborhood  
(425) 823-9215

Cc: Laura Ruderman 45<sup>th</sup> District Representative  
Toby Nixon 45<sup>th</sup> District Representative

Bill Finkbeinner 45<sup>th</sup> District Senator  
Jane Hague King County Council person



## Kirkland Design Refinements Environmental Scoping Meeting

Congestion Relief & Bus Rapid Transit Projects

COMMENTS 25

### Comment Form

Please Print: Name (optional) PAUL RICHMOND  
 Organization (WAINU) HENEDWICK  
 Address 13430 108th AVE. NE  
 City, State, Zip KIRKLAND WA 98034  
 Telephone Number (425)-821-0108

Today's open house meeting is an opportunity to provide input into what gets studied in the environmental documents for the Kirkland Nickel Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR522 to SR520.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by March 1, 2004.

1. What aspects of the environment do you think should be studied and why?
- 25-1 RUN OFF INTO THE VARIOUS WATERWAYS THAT FEED JUANITA CREEK WHICH  
EVENTUALLY ENDS (EMPTIES) INTO LAKE WASHINGTON.
- 25-2 LEVELS OF CARBON MONOXIDE - COX'S FACE IT, MAKE ROADS (LANES) = MORE CARS.

2. Please describe any concerns you may have about potential environmental impacts.
- 25-3 NOISE LEVELS ARE A MAJOR CONCERN. IT HAS BEEN PROVEN THAT NOISE  
WALLS / BARRIERS CAN CONTRIBUTE NOISE UP TO A POINT BUT WHEN YOU  
CAN'T SLEEP WITH A WINDOW OPEN AND YOU LIVE A MILE FROM THE  
FREIGHTWAY - SOMETHING HAS TO HAPPEN!

3. What environmental mitigations do you think should be considered for these potential impacts?
- 25-4 I THINK WE SHOULD CONCENTRATE ON GETTING PEOPLE OUT OF THEIR CARS  
NOT MAKE MORE LANES. WHY NOT ANOTHER SR FURTHER EAST OF THIS -  
THIS AREA SEEMS TO HAVE LIMITED N/S & E/W ACCESS.

4. Do you have any other comments about the proposed project?
- 25-5 TOLLS TO DRIVE ON THE ROADWAYS DURING PEAK HOURS. MASS TRANSIT THAT  
WILL TAKE PEOPLE TO VARIOUS AREAS FREQUENTLY BESIDES THE AIRPORT.  
WORK ON GETTING PEOPLE OUT OF THEIR CARS - MAKE PEOPLE PAY TO DRIVE  
THEIR CARS (IE: CAR POOL ON THE LICENSE AND SUCH).





## Kirkland Design Refinements Environmental Scoping Meeting

Congestion Relief & Bus Rapid Transit Projects

COMMENTER 26

### Comment Form

Please Print: Name (optional)

Organization

Address

City, State, Zip

Telephone Number

Mike Rocklin

Assoc. FIVE

Home owner/Highlands Neighborhood

10052 116 Ave NE

Kirkland WA 98033

(253) 822-8610

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1. What aspects of the environment do you think should be studied and why?

- 26-1 1) 128th Freeway transit collocation for Human Services/Housing
- 2) intersection improvements NE 85/I-405
- 26-2 3) " " NE 70

2. Please describe any concerns you may have about potential environmental impacts.

- 26-3 1) accommodate disabled for access at 128
- 26-4 2,3) HOV priorities;

3. What environmental mitigations do you think should be considered for these potential impacts?

- 26-5 1.) Design/Build in Kirkland w/ <sup>Committee</sup> Committees (eg Planning, Human Services,
- 2,3) access, frequency, bikes, wheel chairs, etc

4. Do you have any other comments about the proposed project?

Let's keep it moving - great to meet DOT  
reps face-to-face. Thanks!





## Kirkland Design Refinements Environmental Scoping Meeting

Congestion Relief & Bus Rapid Transit Projects

COMMENTER 27

### Comment Form

Please Print: Name (optional)

Organization

Address

City, State, Zip

Telephone Number

Mike Rochlin

Homeowner/Highland Neighborhood Assoc.

10052-116 Ave NE

Kirkland, WA 98033

(425) 822-8610

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1. What aspects of the environment do you think should be studied and why?

- 27-1 (1) Noise - existing walls need to be studied for improved technology & sound absorbing materials.
- 27-2 (2) - Public access / freeway parking / giving above it near transit station - cost-effective. a great service for low income / access

2. Please describe any concerns you may have about potential environmental impacts.

- 27-3 (1) Please try on some materials on the I-405 stretch from Exit 17 → 20. different materials (eg. rice spray on) there may be Fed \$ for project (DOE, EPA, DOT)
- (2) Structure - can be done - need Fed \$ seal.

3. What environmental mitigations do you think should be considered for these potential impacts?

- 27-4 (1) sound absorbing materials - the cost of maintenance - part of road budget, same as road resurfacing.
- 27-5 (2) Air pollution - see I-90 for solutions. (mercer ls)

4. Do you have any other comments about the proposed project?

It's about time. Let's get it going!





## Kirkland Design Refinements Environmental Scoping Meeting

Congestion Relief & Bus Rapid Transit Projects

COMMENTER 28

### Comment Form

Please Print: Name (optional)  
Organization  
Address  
City, State, Zip  
Telephone Number

Laurel Saromilles

11708 NE 75 PL

Kirkland, WA

920 827-8442

Today's open house meeting is an opportunity to provide input into what gets studied in the environmental documents for the Kirkland Nickel Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR522 to SR520.

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2. Please describe any concerns you may have about potential environmental impacts.

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3. What environmental mitigations do you think should be considered for these potential impacts?

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4. Do you have any other comments about the proposed project?

28-1

Why are we adding more lanes? No matter how many lanes we add, traffic will fill it up. Why not invest our \$ in rapid transit, ie monorail, vs. more cars. This project makes me furious.



COMMENTER 29

18715 92nd Ave. N.E.  
Bothell, WA 98011  
Feb. 2, 2004

**RECEIVED**

FEB 04 2004

URBAN CORRIDORS OFFICE

I-405 Project Team  
6431 Corson Ave. S.  
Seattle, WA 98108-3445

To Whom It May Concern:

- 29-1 | This is a comment on the proposal to add to the I-405 corridor a northbound lane between Northeast 70th Street and Northeast 124th Street and a southbound lane between State Route 520 and State Route 522.
- 29-2 | Traffic is like water. It flows smoothly until it reaches an obstruction. If part of I-405 is widened again, the obstructions will just occur in different places. The commute load is extremely heavy on the whole length of I-405, not just on this several-mile portion, so adding these partial lanes will do nothing to make the rush-hour backups go away.
- 29-3 | The better solution is to start building a rapid transit lane in between the north/south lanes the whole length of I-405. A regional monorail system would work very nicely, impacting the highway with a minimum footprint and providing maximum speed for this area. It could be linked over 520 to the Seattle monorail, as well as at transit hubs in Bothell, Kirkland, Bellevue, and Renton.
- 29-3 | I am against yet another concrete highway temporary fix for our regional transportation mess. I am in favor of a comprehensive solution to the increasing gridlock in our region. I voted in favor of a plan 7 years ago that was supposed to be the comprehensive solution to our traffic problems, but we have very little to show for Sound Transit's efforts these past 7 years.

It's time to get moving on real traffic solutions!

Sincerely,

  
Marcia Stedman